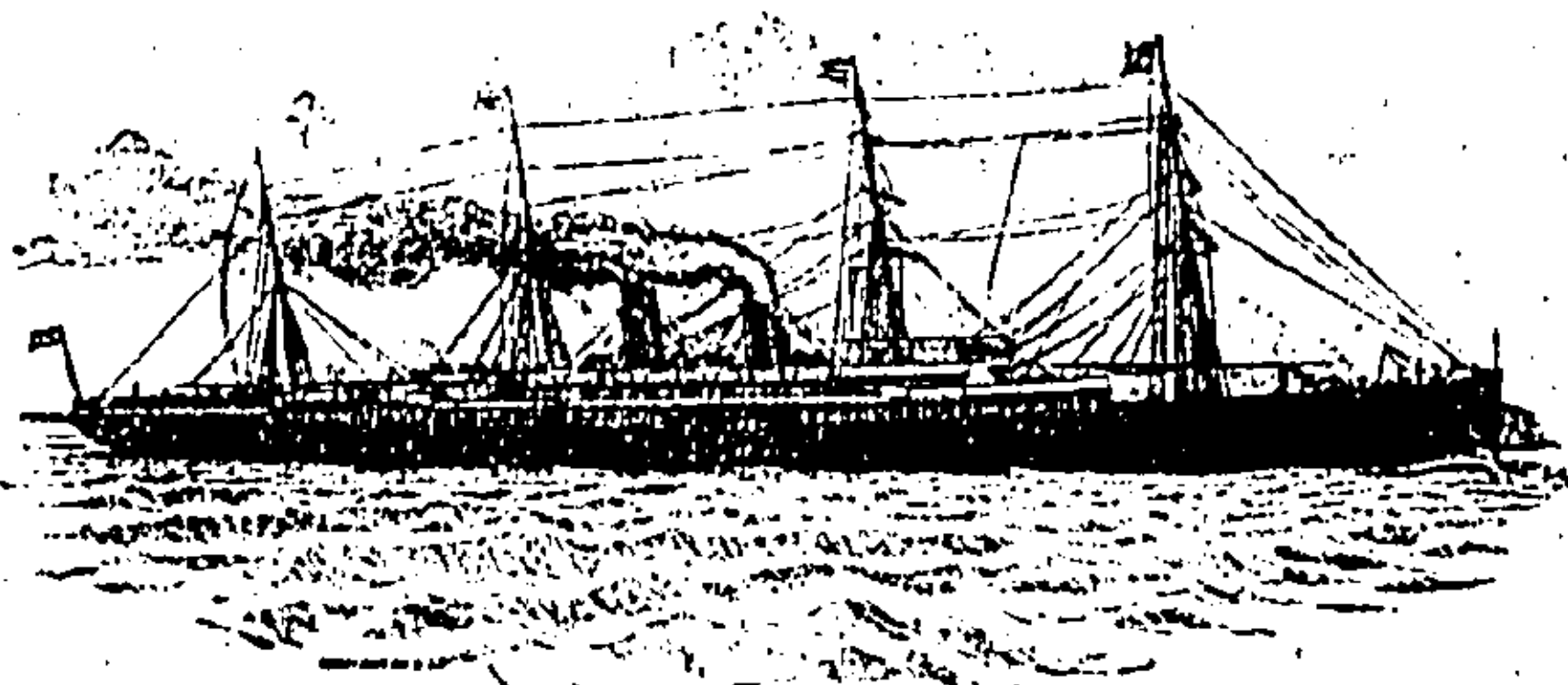


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.
"DORIC".....TUESDAY, 16th June, at Noon.
"NIPPON MARU".....WEDNESDAY, 24th June, at Noon.
"SIBERIA".....THURSDAY, 7th July, at Noon.
"COPTIC".....SATURDAY, 11th July, at Noon.
"AMERICA MARU".....TUESDAY, 21st July, at Noon.
"KOREA".....TUESDAY, 28th July, at Noon.
"DAELIG".....TUESDAY, 4th August, at Noon.
"HONGKONG MARU".....FRIDAY, 11th August, at Noon.
"CHINA".....SATURDAY, 22nd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-24th, 1902; 10 days, 15 hours.

HE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked in all cases in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100 Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 10th June, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S.	"EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN" <td>6,000</td> <td>WEDNESDAY, 15th July.</td>	6,000	WEDNESDAY, 15th July.	
"TARTAR" <td>4,425</td> <td>WEDNESDAY, 22nd July.</td>	4,425	WEDNESDAY, 22nd July.	
"EMPRESS OF CHINA" <td>6,000</td> <td>WEDNESDAY, 5th August.</td>	6,000	WEDNESDAY, 5th August.	
"ATHENIAN" <td>3,882</td> <td>WEDNESDAY, 12th August.</td>	3,882	WEDNESDAY, 12th August.	
"EMPRESS OF INDIA" <td>6,000</td> <td>WEDNESDAY, 26th August.</td>	6,000	WEDNESDAY, 26th August.	

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Padder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
STRASSBURG	HAVRE and HAMBURG.	20th June.	Freight and Passengers.
Madsen	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAVRE, BREMEN and HAMBURG.	1st July.	Freight.
Borck	(Calling at SINGAPORE and COLOMBO).		
NURNBERG	HAVRE and HAMBURG.	15th July.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG).		
WURZBURG	HAVRE and HAMBURG.	29th July.	Freight and Passengers.
v. Binzer	(Calling at SINGAPORE and COLOMBO).		
BADENIA	HAVRE and HAMBURG.	12th August.	Freight.
Röden	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 5th June, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S.	"HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338	G. F. Morrison, R.M.R.	
"FATSHAN"	2,280	A. W. Dixon.	
"HANKOW"	3,073	C. V. Lloyd.	
"KINSHAN"	2,860	J. J. Lewis.	

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.
Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S.	"HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
"LUNGSHAN" <td>2,219 tons <td>Captain T. Hamlin.</td> </td>	2,219 tons <td>Captain T. Hamlin.</td>	Captain T. Hamlin.	

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S.	"NANNING"	569 tons	Captain R. D. Thomas.
"SALAM" <td>388</td> <td>B. Branch.</td>	388	B. Branch.	

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trip take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net, £5.00 per Cask ex Factory.
In Bags of 250 lbs. Net, \$3.00 per Bag ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 13th May, 1903.

WHAT IS



1st June, 1903.

BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION REID HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
F. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.

EASTMAN'S
KODAK FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

J. EYES
FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches.

awarded the highest Prizes at every Exhibition
and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES,

No. 44 & 46, Queen's Road Central.

Intimations.

KENNEDY'S HORSE REPOSITORY,
CAUSEWAY BAY.

HAVE always on hand for hire Walers and
China Ponies suitable for hacks or
carriage work by day, week, or month.

Horses Bought and Sold on Commission.

G. W. GEGG,
Manager.

Telephone 64,
Hongkong, 19th May, 1903.

CHINESE AMERICAN COMMERCIAL
COMPANY.

司公美華

IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THE Company's OFFICES are established
at Nos. 20 and 21, CONNAUGHT
ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903.

WAI YUNG

PHOTOGRAPHER,
No. 1, D'AGUILAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL
STYLES, ENLARGEMENTS.

VIEWES ALWAYS ON HAND

TERMS MODERATE.

Hongkong, 19th December, 1902.

FURNITURE WAREHOUSE.

LI KWONG LOONG

李廣龍

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom reference
may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co. write as follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 20th December, 1902.

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902.

A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Op-
pression in breathing, stifling sensations,
Hoarseness, and Loss of voice, Ner-
vous coughs, Laryngitis, Colds, with
Whooping, Bronchitis, Insomnia,
Catarrhal affections, and difficulty
in Expectoration, are promptly relieved
by these Cigarettes.

G. GRIMAULT & CO., Paris, Sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

How would you please prescribe Grimault's
Matico capsules in the treatment of
the most obstinate form of Gonorrhoea?
You will find that these capsules
not only cure the disease, but also
prevent its return, and the inconvenience of
prolonged treatment.

MATIO INJECTION is used in recent
and chronic cases of Gonorrhoea.

NATLO CAPSULES is used in chronic cases
of Gonorrhoea.

GRIMAULT & Co., Paris, Sold by all Chemists.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is
generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bung-
ling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to
the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN.

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite
Hongkong Hotel.

6c

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO.'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

AN AUDIENCE WITH THE EMPRESS DOWAGER.

THE WINTER PALACE OR FORBIDDEN CITY. I was very lucky in being allowed, on the 6th of May, to see all over the Winter Palace, which has been entirely shut to the public since the settlement after the siege. It is the most beautiful building or rather suite of buildings I have seen in China, and it is kept in very good order, everything being spotlessly clean.

What struck me most was the beauty of the curiously shaped roofs covered with blue and green and imperial yellow glazed tiles; the effect of these, in the bright sunlight, amongst embossing trees was quite lovely. Broad spaces separate the buildings, giving a feeling of stateliness and repose.

THE AUDIENCE.

The 12th of May was the day fixed for the Reception of the Legation ladies and we left Peking at nine o'clock in the morning, each lady being carried in an official chair with four bearers, and four extra bearers in reserve.

After being carried twelve miles on a very hot day, we were glad to arrive at the gates of the Summer Palace, where some of us were to have the honour of being presented for the first time to the Empress Dowager and Emperor. As ladies from all the Legations were present besides several ladies who were visiting Peking, and each lady was attended by at least two court officials, we made quite an imposing procession as we walked from the entrance of the Palace to the large building in which we were to make our bow, and be received. The approach to this building is through a large courtyard and up a long broad flight of white marble steps, and the building is twice as wide as it is deep. In the middle of the room is a very beautifully carved black-wood throne, about eight feet long and four feet wide, upholstered and draped with Imperial yellow brocade; and on this the Empress Dowager was seated. On the left of the throne and a little behind it was a beautifully carved arm chair also covered with yellow, on which the Emperor was sitting.

In front of the throne, which is raised from the floor, on a platform about three feet high, was a long black-wood table also beautifully carved, on which were several ornaments of jade and cloisonné. The platform was also covered with yellow silk and decorated with large pieces of cloisonné, such as storks, and large vases and so on.

Until we had all entered the room, and made our courtesies, as well as we could, (for we were so crowded that there was really very little room) their Majesties sat absolutely still without moving an eyelid; but when we had all come in, the Empress was helped down from the throne by her attendants, the Emperor following, and she spoke to all the ladies who had been presented on other occasions, and those who were strangers were presented to her.

As each presentation was made the Empress took the lady's hand, brought her two and held it while she made some polite remarks, or asked some questions.

The Empress Dowager is absolutely unlike all my preconceived ideas of her.

She is, I should say, very little over five feet in height, and does not look more than fifty. She carries herself well, and is very erect.

Her face is small and inclined to be square, with a small jaw, and receding chin, and rather a large mouth turned up at one side; her nose is rather Roman in shape, and her eyes are not particularly keen, or turned up at the corners as one would expect.

She was extremely gracious and kind in her manner, and spoke in a very agreeable low voice. She wore a long coat of pale brocade, and her hair was of course done in Manchu fashion.

The jewels she wore, which were chiefly pearls and jade, were very beautiful and some of them very large.

The Emperor stood rather in the background, and some of us were presented to him, when he shook hands, but we were not all presented as a matter of course.

He is somewhat small and slight, and looks like a boy of sixteen or eighteen, though I believe he is about thirty. His face is long, and his head big, and he did not give me the impression of unusual intelligence. His lower jaw is inclined to droop, and his mouth is generally open. He looks very amiable, and smiles constantly, but when his face is in repose he looks like a man who either has never had much character, or who has not recovered from some serious mental shock.

After being received we were all taken to another building, through several court-yards, and gardens, where lunch was laid out on two long tables. The Empress and Emperor had now disappeared for the time being, but an Imperial Prince, and several court ladies were present at lunch, which function lasted nearly two hours. Our spirit were kept up however by Yuan Shih-kai's band which really played very well indeed in the garden. After lunch we were taken to an adjoining room, where the Empress was standing, and she at once took us into the garden and gathered sprays of white roses with her own hands giving us each one. From there we went for quite a long walk through courtyards, and gardens, and corridors, the Empress leading the way, at a great pace, for she is very active, under a very large yellow sort of Chinese procession umbrella, till we came to a part of the grounds where stalls had been put up, and covered with all kinds of things which were evidently intended for presents.

Here a halt was called and Her Majesty presented us each with a piece of Peking cloisonné as a souvenir of the occasion.

After this we moved on again till the Empress seated herself in a large open summer-house, with the Emperor beside her and her Court ladies round her. Immediately behind her chair were the two Misses Yu Kung who are great favourites of her and who were dressed

in the height of the present Paris fashion. Their gowns were made of pale blue silk profusely embroidered and trimmed with real lace and tucked white chiffon. They wore large pale blue hats trimmed with white silk and white birds of paradise. A Court official soon appeared with a long Chinese pipe which he offered to her Majesty on bended knee and she had a smoke. We in the meantime all sat under the trees on garden seats and rocks and had tea à la Chinoise and talked and felt very hot. This scene to my mind was the most quaint and curious of the whole day. I may mention here that I was told by a Court lady that the Empress is much pleased with European dress and intends to adopt it for several of the maids of honour. She has also been much amused by the Misses Yu Kung's dancing and wishes them to teach the Princesses and other Court ladies to dance! After a short rest, we were taken on the lake, in an enormous boat, towed by a very large launch, and were soon landed on an island which we were invited to explore, and where light refreshments were again provided.

Hence we were taken to a building in another part of the grounds, where their Majesties had in the meantime arrived, and here we took our leave, the Empress holding each lady's hand as before, and the Emperor shaking hands. The Empress Dowager was now seated on a large divan, Turkish fashion, and the Emperor stood by her side. Although our Imperial hostess could not have been kinder, I am sure we were all glad when we found ourselves in our chairs, and still more glad when the twelve-mile journey was over, and we were again within the walls of Peking, where we arrived about seven o'clock. And as we entered the Legation and my eye caught the corner of wall which has been allowed to remain covered with the marks of Boxer shot and shell, and the words "Lest we forget" which Sir Claude MacDonald had written there, I shuddered; and then tried to think the best I could of the exiled Woman I had just seen.—N. C. D. *Arms.*

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENLOCHY,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst. will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & CO.,
Agents.
Hongkong, 8th June, 1903. [692]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA UZ CANAL.

THE Company's Steamship
"INDRAWADI,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th instant, at 10 A.M., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 8th June, 1903. [681c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"DORIC,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 15th instant will be subject to rent.
All Claims must be sent in to me on or before the 18th instant or they will not be recognised.
No Fire Insurance has been effected.
E. W. TILDEN,
Agent.
Hongkong, 8th June, 1903. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.
Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 11th June, 1903. [4]

Intimations.

SANITARY BOARD.

OWNERS OF HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be FINISHED ends on the 30th day of JUNE, 1903, and the Sanitary Board, being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

By Order of the Board,
G. A. WOODCOCK,
Secretary.
Sanitary Board Room,
Hongkong, 11th June, 1903.

NOTE:—The Western Division of the City lies to the West of Morrison and East Streets.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, Kowloon, on THURSDAY, the 18th instant, at 5.45 P.M.

FRANK W. WHITE,
Hon. Secretary.
Hongkong, 11th June, 1903. [690c]

GOVERNMENT NOTICE.

IT is hereby notified that the SALE of POSTAGE STAMPS at the STAMP OFFICE will be DISCONTINUED after the 30th instant.

All such STAMPS for REVENUE purposes can be obtained at the GENERAL POST OFFICE.
A. M. THOMSON,
Collector of Stamp Revenue.
Hongkong, 11th June, 1903. [693c]

THE

ROBINSON

PIANO

Co., LTD.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared

out at the underrated low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 to \$1,400.

WERNER \$400

NEEDHAM 380

DORNER 375

ROINSCH 400

SCHIEDMEYER 250

BORD 280

RACHALS (SEMI-GRAND) 700

H. & MULLER " " 350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS

and MUSIC is also being sold at greatly

reduced prices at this season preparatory to

our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [415c]

WHAT IS

Kabuto

1st June, 1903. [650c]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 26, Connaught Road Central.

Hongkong, 9th February, 1903 [26]

A RECOMMENDATION.

INTENDING Purchasers of CHINESE-MADE GOLD and SILVER WARES, IVORY

and SANDALWOOD CARVINGS, and SILK-EMBROIDERY must not omit an

opportunity of visiting the Premises of the

WA HING LOONG STORE

At No. 65, Queen's Road Central,

HONGKONG, CHINA.

There you will find all sorts of articles tastefully made by the best Chinese workmen and

sold at the lowest prices; gold wares guaranteed 24 carats, and silver wares 90 per cent. touch.

One of their recent masterpieces of art is a silver tree with a flock of birds of different

species on and in all conceivable perches. It is designed to be the miniature of a Chinese

aviary. It is a work of art unsurpassed by any former make of its kind, and is exceedingly

true to nature. It is indeed worth a visit.

Hongkong, 12th June, 1903.

WHOSE FAULT IS IT?

The world is full of disease and pain. Whose fault is it? Everybody's; therefore often the fault of the sufferers themselves. But the pressing question is,—what to do, how to relieve, how to cure. What would become of us if means were not found to destroy disease? Why, of the course, disease would destroy us and the world would be depopulated. Until we learn how to prevent disease, we must be thankful for the means of abating and curing it after it has seized upon us, and stands, like a savage with uplifted axe, ready to take our lives. Especially do we need some sure and speedy form of treatment for those complaints which are universal,—which arise in every country and climate, and ravage poor humanity at all seasons of the year. We allude to such ailments as Nervous and General Debility, Hysteria, Scrofula, Chronic Diarrhoea, Asthma, Throat and Lung Complaints, Blood Impurities, and the ills of women and children. For these

WAMPOLE'S PREPARATION comes as near to being an actual specific as any medicine yet discovered. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. You may almost say that it is life itself embodied in a single article made by human hands. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition. It stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvellous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists here, and throughout the world and A. S. Watson & Co., Limited.

THE NEW FRENCH REMEDY

TRADE THERAPIE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Volp and others, cures all the diseases to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPIE No. 1 is a rapidly acting remedy, which immediately discharges from the system all the impurities which cause the formation of which disease is caused by laying the foundation of irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind. It will be where other well-tried remedies have been powerless.

THERAPIE No. 2 is for the blood, scrofula, pimples, spots, blotches, pale and swollen faces, rheumatism, gout, rheumatism, and all diseases which have been too much a fashion and all diseases which have been too much a fashion and all diseases which have been too much a fashion and all diseases which have been too much a fashion.

THERAPIE No. 3 is for the nervous system, and all diseases which have been too much a fashion and all diseases which have been too much a fashion and all diseases which have been too much a fashion and all diseases which have been too much a fashion.

THERAPIE is sold by the principal chemists and druggists of the world. Price in England 4/6. In ordinary use which of the three numbers is required and others, also, French Mark, which is a face of the word "THERAPIE" as it appears on a red ground. It is sold by every chemist and druggist of the world. Commissioned, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [144d]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 14th January, 1903.

Insurance.

EQUITABLE LIFE

Insurance Co., Ltd.

Insurance Co., Ltd.

Insurance Co., Ltd.

Insurance Co., Ltd.

Insurance Co., Ltd.

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Insurance Co., Ltd.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BOMBAY MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 16th June, at Noon.
T. Murai	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBÉ and YOKOHAMA	TUESDAY, 16th June, at 4 P.M.
SHINANO MARU	NAGASAKI, KOBÉ and YOKOHAMA	WEDNESDAY, 17th June, at Noon.
W. Thompson	HAMA	FRIDAY, 19th June, at Daylight.
YAWATA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY	FRIDAY, 19th June, at 4 P.M.
A. E. Moses	TOWNSVILLE and BRISBANE	THURSDAY, 25th June, at Noon.
SANUKI MARU	KOBÉ	
W. Townsend		
KUMANO MARU		
E. W. Haswell		
KINSHU MARU		
P. L. Payne		

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,
Acting Manager.

Hongkong, 9th June, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903, at 8 A.M., the Company's Steamship "OCEANIAN," Captain Guigues, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the S.S. *Australier*, which vessel takes on her Passengers and Mails leaving that Port on the 28th June, 1903, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, only on MONDAY, the 15th June, Specie and Parcels received until 4 P.M. on the same day. *Océanien* will be received on board on TUESDAY, the 16th June.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd June, 1903. [104c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBÉ and YOKOHAMA.

FOR VICTORIA, B.C. and TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamers, Tons, Captains, 1903.

Olympia 2,837 J. Truebridge June 24

Tamara 9,606 T.

Entomations.



WATSON'S

HOUSEHOLD REMEDIES

FOR THE SUMMER.

PRICKLY HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. Cools the skin and removes irritation at once.

RINGWORM REMEDY

(TONG PANG-CHONG)

An absolute specific for Ringworm and Dhobi Itch.

HOUSEHOLD AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing, it is without equal.

A. S. WATSON & Co.,

ENTREPRENEURS

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

—PUBLISHED BY "THE HONGKONG TELEGRAPH," HONGKONG.

A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC

DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

CARMICHAEL AND

CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportionally.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.
On the 13th June, at "Tor Crest," Peak, the wife of A. G. GORDON, of a son. [698d]
DEATH.
June 12th, at 52, Morrison Hill Road, Victoria, Hongkong, GEORGE ROMAS, the dearly beloved and only child of Romas and Hetty Bennett. Aged 8 months.
Mr. and Mrs. Bennett desire to return sincere thanks for the kind sympathy shown them in their sad bereavement. [699d]

The Hongkong Telegraph
HONGKONG, SATURDAY, JUNE 13, 1903.
EMPLOYERS AND SERVANTS.

The decision of the Police Magistrate in the first case brought before the Court under the Ordinance relating to employers and servants appears to raise some doubts in the public mind as to the correct interpretation of the law which was enacted in order to obtain remedy for the annoyances of fractious Chinese servants in the employment of foreigners. The case of Messrs. Wm. Powell, Ltd., against the Chinese tailor, Ng Kai, retained in their service, to which the recent decision relates, is briefly put, as follows. The plaintiff firm employed the defendant under a written agreement dated the 22nd October last to perform, by himself and other workmen to be engaged by him, certain work for specific monthly salaries upon an incremental half yearly and yearly scale, and he further agreed not to leave the employ of the said firm. On the allegation of the firm's manager the defendant was summoned for disobeying orders and generally for breach of the specific terms of the contract into which he had entered. Counsel, on behalf of the defendant, submitted that there was no "contract of service," as defined within the meaning of the said Ordinance. Mr. Slade also submitted a second point, that, inasmuch as the provisions of Section 7 have not been complied with, the case does not come within the Ordinance. The Magistrate upheld the opinion that there was no "contract of service" to work personally for the firm, the defendant's position being that of a person who supplies labour, and there was no suggestion in the agreement that he should enter the firm. In the light of that interpretation of the term "contract of service" he dismissed the summons and did not consider the second preliminary point raised by Mr. Slade on behalf of his client as to the non-compliance with the provisions of section 7 by the complainants. Regarding the latter issue there could be no doubt that Messrs. Powell's action could not be sustained. The contract was executed by the parties in October and the Ordinance was brought into operation on the 17th December. Section 23 provides for existing contracts which though in force shall nevertheless be subject to the provisions of the Ordinance. There is no question that section 7, prescribing the manner in which a contract shall be executed, has not been complied with. It is clear, therefore, that technically speaking, the action in question does not constitute a case of which the Magistrate could take any cognizance under the Ordinance. The preliminary provision of which to establish a binding contract has not been carried into effect. So far it must be admitted that the failure to obtain the defendant's fulfilment of the contract is due to no defect in the law, but to an evident misconception of the validity of the agreement under which Ng Kai had been performing certain services for his employers, Messrs. Powell, Ltd. Had the Magistrate taken this view and dismissed the summons, no comment on the judgment would, in our opinion, have been necessary. He, however, dismissed the case on the ground that *prima facie* no "contract of service" as defined by Ordinance No. 45 of 1902 had been entered into between the parties. The definition of the term is read to mean "any contract, whether in writing or verbal, to work personally for any period of time." The Magistrate held that Ng Kai was in the position of a supplier of labour only and was not, consequently, under "contract of service." The clause in the agreement "I will not leave the employ of the said William Powell, Limited," read with the preceding undertaking on the part of the defendant for "making up of garments by himself, &c." would seem to imply that he actually held employment under Messrs. Powell. The inclusion of the scale of wages upon an incremental basis, moreover, should remove any doubt as to Ng Kai's position in relation to the firm. The second point in the Magistrate's decision is also open to question. It hangs round the definition of the word "servant." "Assuming for the purpose of argument that the position of the defendant is that of a 'tailor,' I am of opinion," the Magistrate remarked, "that he could not be included in the general words 'or other handicraftsman,' as these words are in my opinion *quidem generis* to the special words 'mechanic' and 'artificer.' Where it appears that the class which it is sought to bring within an Act was known to the Legislature at the time the Act was passed, and that class is omitted, it must be supposed to have been omitted intentionally. It is impossible to suppose that so numerous and extensive a class as 'tailors' would be referred to under general words if it was meant to be included." The intention of the Legislature was to protect foreign employers from the vexatious practices of Chinese employees generally. This is sufficiently evidenced in the letter from the Secretary of the Chamber of Commerce in remitting the Bill to the Attorney General with proposed amendments. After enumerating the employees that should be brought under the provisions of the Ordinance, to complete the comprehensiveness of the definition they proposed the addition of the term "and all other employees in receipt of monthly wages." This was substituted by "who enters into a contract of service with an employer." In the Bill as passed into law. It will have been seen that in the light of our reading of the context of the Ordinance the defendant was actually under "contract of service," and therefore was a "servant," within the meaning of the Act. If, however, the present case is to be taken as establishing a precedent, the restricted interpretation demands prompt amendment of the law, lest a measure directed at effecting a remedy for the evils generally admitted to be vexatious to foreign employers of labour should be robbed of much of the effectiveness of the Ordinance relating to servants in the Colony.

THE SERBIAN MASSACRE.

In our issue of Tuesday last we printed a New York cable stating that the whole Kingdom of Serbia has been aroused to an unwonted state of excitement through the fact that a systematic attempt was being made to poison her Majesty through inserting poisonous stuffs in the food that was prepared for her table, and that the Royal cook was the guilty party, and when he learned of his plot, and fearing the ultimate consequences to himself, he immediately committed suicide. The paragraph concluded with the following ominous lines, "It is not believed that the cook was the prime mover in the affair but that it was at the instigation of higher powers who were afraid of the growing popularity of the Queen." Three days later Reuter cables that the King and Queen of Serbia, the Queen's mother and two sisters, the King's aide-de-camp, one general, the Premier, two ministers and twelve of the palace guards have been shot dead by troops in the Imperial residence. Such a wholesale massacre of nobility has not happened since the days of the French Revolution, and Europe, as indeed the whole world, is horror-stricken at this ghastly crime. It is well known that for years past the countries of South-Eastern Europe have been in a state of discontent, and political outbreaks are constantly marking the annals of their history. Only a few weeks ago all Europe was astounded on hearing that King Alexander, following in the lines of the Serbian royal family, had suddenly promulgated a decree blotting out the constitution of his country that had then existed for two consecutive years. He immediately promulgated a new decree restoring the constitution. His objections to the old order of affairs were because an uncensored press was tolerated by it; the secret ballot enacted under it led to the election of radicals; and, Queen Draga did not like it. At the time the *Peter Lloyd* (Budapest) observed that "It may be doubted if the proclamation of a new constitution can be to the best interest of Serbia. It seems, on the contrary, as if the measure—apart from its lack of legal sanction—must prove a shock to the public conscience and lead to new party struggles." A writer in the *London Daily News*, said:—
"Some of us have long expected what has now happened. King Alexander I. is an uncompromising young autocrat. Parliament, constitution, national wishes—all count for naught when weighed against his will. He was a mere boy when his father—in consequence, some persons believe, of hypnotic influence—abdicated. Later there came the time when his Majesty was to have wedded a European princess—a splendid match for Serbia; and one in which two emperors and an emperor were interesting themselves. But the wilful youngster insisted upon marrying the widow of a commoner, thereby alienating the friendship of all the courts of Europe. There was also the incident of the young King instructing the army to shoot his father should he return to Serbia. The abdicated King pleaded with his sons for reconciliation, but pleaded in vain. Then came a pathetic sequel, the father dying, and, as many persons believe, dying of a broken heart. The visit to the parental tomb, to insure recognition at the Austrian court, is matter of recent history. And now we have this latest act of youthful majesty—the constitution temporarily 'suspended,' and a people's freedom obliterated. It all has a very ugly look." Such were some of the troubles of the dead Serbian royal couple, added to which was the question of veracity in connection with a recent revolutionary attempt alleged to be in the interest of Prince Karageorgevitch, the pretender to the Serbian throne. The question of the rightful succession to this throne is a matter of some speculation as the late Queen died without issue. Prince Mirko, son of Prince Nicholas of Montenegro, and brother of the Queen of Italy was some time ago officially designated as the heir, and, in the event of his succession, an important advance towards the realisation of a greater Serbia, or the union under one sovereign of the different branches of the Serbian race would be constituted.

LOCAL AND GENERAL.

A FIRM in Odessa wish to get into touch with dealers of Manila hemp.

THERE will be no band performance on Monday next, the 15th inst.

THE German mail of the 13th May was delivered in London on the 11th inst.

AN article entitled "An audience with the Empress Dowager," is printed on the third page.

DELITCHOFF, the Bulgarian leader who captured Ellen Stone, the American missionary, has been killed.

We shall have a Souvenir Day soon, but you will have to pay us a personal visit as no chits will go. LeMunyon.—*Advt.*

"MARSHAL" Su Yuan-chun of Kwangsi is expected at Shanghai by an early China Merchants' steamer *en route* to Peking.

H.E. THE Governor has accepted the resignation by Lieut. H. Wheeler of his commission as lieutenant in the Hongkong Volunteer Corps.

THE warehouse of Messrs. Ychausti & Co., Manila, which was stored with sugar, was ablaze on Tuesday, and damage to the extent of \$50,000 Mex. was caused. The premises were fully insured.

Now look out for LeMunyon's new store *advt.* it is a beauty.—*Advt.*

THE Elaterite Roofing Co. of San Francisco has sold a quantity of its special elaterite flooring material for use in warehouses on the Hongkong waterfront. The flooring is particularly made for damp localities.

A SYNDICATE of American millionaires has been formed to build an American railroad in Cuba. The syndicate has already been granted certain concessions and the work will be pushed rapidly forward to completion.

GARDEN Lot, No. 21, near the Union Church in Kennedy Road will be sold by public auction at the offices of the P. W. D. on Monday, 29th inst. The lot comprises 5,000 square feet, the annual crown rent is \$12, and the upset price \$250.

Four floors freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Voeux Road. P. O. Box 368.—*Advt.*

TIENSIN like Shanghai and Hongkong is beginning to revolt against the heavy exactions of the Fire Insurance Companies and especially the tone of dictation of the home offices, and is discussing starting a local company of its own.

QUARANTINE restrictions are in force at Shanghai and Manila, and sanitary measures are adopted against Hongkong at Manila, Netherlands India, Singapore, Rangoon, Shanghai, Siam, Indo-China, Labuan and British North Borneo.

Work is about to be begun on the opening of the Iloilo harbour. The river mouth forming the harbour is to be dredged and the channel widened and deepened. At the present time the river channel is so filled with drift and deposit that it is almost impossible for the large vessels to pass.

THE German Government is making a new experiment by introducing Chinese labour to Samoa. The first batch of three hundred coolies has landed in Apia, having sailed direct from Swatow. Should the experiment succeed these will be followed by others until the demand for Chinese labour in Samoa and the neighbourhood is supplied.

Don't forget the chits for they will not go LeMunyon.—*Advt.*

DURING the month ended 30th April, 650 deaths were registered in the Colony, 28 being among the European and foreign community, and 622 among Chinese. Of these, 118 were attributed to chest affections, 22 to bowel complaints, 297 to fevers, 24 to malarial, 43 to infantile convulsive diseases, and 146 to other causes. The death rate per 1,000, British and foreign community, civil population, was 27.4, and among the British, foreign, and Chinese, excluding Army and Navy, 24.4 per 1,000.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—*Advt.*

READERS are reminded of the festival at Macao to-morrow. The *Wing Chai* will leave her wharf, opposite the Central Market, at 8.30 a.m. and will return at 10 p.m.

At a meeting of Governor Wright and Manila business men it was stated that order to the amount of \$200,000 would soon be placed with local merchants, who agreed on 10% profits.

THE Russian battleship *Pobeda*, of 12,674 tons, Capt. Zlatarsky, arrived in port this morning and took up her position in the admiralty anchorage where she fired the usual salute. She left Sabang, Pulo Wey, on the 3rd inst.

COMMENCING some time this month, the steamers of the N. Y. K. European Line will be berthed in London at the Royal Albert Docks, instead of the Tilbury Dock as heretofore. The new arrangement is much more convenient than the old one, so far as cargo is concerned, and will no doubt be welcomed by shippers at both ends.

MUCH indignation is felt in Penang over the treatment accorded to the body of Mr. G. H. Cockran, chief officer of the *Salmanna*, who was drowned in the Harbour on the 30th ult. The body was recovered and left on the beach in the hot sun, covered by a tarpaulin for six hours, the body being then put into a coffin before the gaze of a curious crowd of natives.

THE St. Louis Exposition Board at Manila is preparing to make a shipment of 500 tons of exhibits within a short time. The exhibits are now being packed and arrangements are being made to send them forward by one of the transports. It was originally planned to send them to New York on the *Summer* but the delay in despatching that vessel and the fact that there is more government cargo booked for her than she can possibly carry may lead to the exhibits being routed by way of San Francisco.

THE cause of "Reform" China at the moment is suffering somewhat from a set-back, and many former sympathisers are more or less disgusted at the utter humbug of such individuals as Kang Yu-wei, Liang Chih-chao, and Sen Yat-sen and their enthusiastic but misguided visionary advisers on the missionary societies who do not seem to see that Kang and his associates are simply making money out of a movement which they watch from a safe distance, while leaving their wretched dupes (like the converts when times of trouble come and the shepherds discreetly seek some safe and distant fold) to bear the brunt of the storm in Kwangtung and Kwangsi. But the young men in Shanghai around whom the reactionary party are striving to draw the net, belong to a very different category. They are now not violent or armed revolutionists but respectable, sensible men who only indulge in proper methods of expressing their condemnation of the obvious faults of their rulers, and they must be protected at all costs.—*China Gazette.*

THE CANTON VICEROY.

A Wuchang telegram to the *N. C. D. News* states that, owing to the seriousness of the crisis in the South, H.E. Viceroy Tsén, of the Two Kwang provinces, will not be able to call at Shanghai *en route*. His Excellency is accompanied by his bodyguard of two battalions of Kwangsi troops—his fellow provincials—and upon arrival at Chinkiang will be met by the China Merchants' steamer *Toonan*, which will carry the Viceroy and his staff straight down to Canton. H.E.'s bodyguard will be carried down South at the same time by three cruisers of the Nanyang squadron. In our issue last evening we reported the arrival of the *Toonan* at Canton. Our correspondent referred to the presence of troops aboard, but made no mention of the Viceroy, although on Thursday he wired that H.E. was expected in the city that day.

THE DISTURBANCES IN LINGANFU.

It was rumoured in Peking at the beginning of last week, says the *N. C. D. News*, that the French Minister had sent an ultimatum to the Chinese Government demanding the restoration of order in Lingnanfu, Yunnan, within ten days commencing with the 28th of May and ending the 5th instant, failing which French troops would be sent into Yunnan to do the job. Two days after this the Waiwupu sent a circular note to the Ministers of the various Powers informing them that news had been received from Yunnan that Lingnanfu had been retaken by the Imperial troops and order restored throughout the province.

NEW YORK ORIENTAL DOCKS.

ADDITIONAL PIER FACILITIES.
In connection with State measures affecting docking interests at New York, petitions have been presented signed by miscellaneous Oriental interests at that port, including bankers, importers and exporters, shipowners, for additional pier facilities, that the China, Japan, Philippines and other Eastern fleets can discharge in the same locality as for 100 years past. The fear is expressed, says the *American Asiatic*, that the closing of the few remaining open piers on the East River side of Manhattan will put the Oriental fleet under extortionate charges of private docks and force it to other maritime cities which are now "stretching out their arms, only too eagerly, to welcome the commerce that New York is slowly but surely driving away."

LOSSES FROM INSUFFICIENTLY-BALLOASTED STEAMSHIPS.

Discussing at the Institution of Naval Architects the losses daily arising from insufficiently-balloasted steamships, Professor Biles said that the subject might be divided into two parts—one, the necessity for legislation; and the other, the structural additions needed to vessels. It was the first consideration which probably excited most public attention; but interfering legislation was not desirable as a general principle, and the necessity for it was only present when danger of loss of life or serious loss of property arose. Statistics showed that the instances in which there was loss of life from lack of ballast were so few that no case was made out for legislation on that ground. Suppose, however, that legislation were needed, would it be practicable to ballast steamers so that they might be safe for all purposes? Naval architects would be ready enough to introduce a new principle if it would make present ship obsolete, and so create a demand for new vessels. With regard to structural difficulties, they were so numerous that the matter might better be left to the shipowners and shipbuilders to settle, under the constant supervision of Lloyd's and other registration societies. Legislation on technical matters was often accompanied by new dangers; for instance, loose water ballast might cause more danger than the absence of water, and even deeper freeboard might become a danger induced by legislation. As an illustration, he mentioned the case of the vessel that had been lost; it had sufficient freeboard to satisfy the demands of the law twice over, but still it turned over. The freeboard allowed was 7 inches on a vessel 13 feet 6 inches wide. Taking the structural side of the question, if water ballast were necessary, then the ideal method would be that the water-ballast space should be used for cargo. Water ballast in double bottoms was more or less of a makeshift, and if more water ballast were needed, all present vessels should be reconstructed. For the safety of the ship, the middle-line bulkhead should be water-tight. Another method of reducing risk from free water was that of fitting transverse bulkheads which would cut the body of water up into smaller parts. There had been cases in which the water-ballast tanks had not been divided, being open from end to end, with disastrous results.—*Engineering.*

SUGAR IMPORTS.

As to the decline in the imports of foreign sugar, it should be noted that it is temporary only. There is a large stock in the country besides an abnormal tonnage which is awaiting export by the continental railroads. It remains to be seen whether it will flood the country by September next when the Resolution of the Brussels Conference of last year comes into operation. It may be that the Indian Government, to further justify what it calls its solicitude for the indigenous sugar industry—an hypocritical solicitude only, as we have pointed out time out of number,—may screw up the countervailing duty and thus give a further fillip to the Mauritius sugar-planters. But even then we do not see how it can check the greater imports of the foreign sugar which has already cheapened price and is destined still more to do so in obedience; not to artificial legislation, but to the laws of nature which know no freaks like those of our terrestrial providences. Mauritius, despite all the open support it has received from the Colonial Minister and the Government of India, is yet behind its imports of 1900-1. And as to indigenous industry being further protected, they may as well protect indigenous cloth by prohibiting all Manchester fabrics. There is no native sugar industry worth competing with the foreign, says an Indian exchange, albeit we know that there are the new fangled Behar and Cawnpur factories with British capital and under British management. These are no help to the country. They further assist the annual operation of the drain of its wealth and all that remains in it is the amount of wages earned by the coolies employed in the two factories.

THE PLAGUE.

During the twenty-four hours ended at noon to-day no further cases of bubonic plague, making, according to the official return, 1,170 since January 1st, were reported. Of these one Indian and five Chinese cases were fatal. A European case, Mr. A. J. Mackie, aged 23, is reported from 5, Caine Road.

SHIPPING AND MAILS.

MAILS DUE.
German (*Preussen*) to-morrow.
French (*Ernest Simons*) to-morrow.
Indian (*Sutangi*) 16th inst.
Canadian (*Empress of India*) 16th inst.
American (*Siberia*) 20th inst.
Australian (*Taiyuan*) 22nd inst.
American (*Copliar*) 1st prox.
Canadian (*Tartar*) 1st prox.
The C. & M. Co.'s s.s. *Rubi* left Manila 13th inst., a.m., and is due here 15th inst., at noon.
The C. P. R. s.s. *Empress of China* left Yokohama p.m., 12th inst., for Victoria and Vancouver.
The Sikk ex C. P. R. Co.'s *Empress of Japan* which left Hongkong 13th ult., arrived at her destination New York 12th inst.
The N. Y. K. s.s. *Yawata Maru* (Australian Line) left Manila for this port 13th inst., and is expected to arrive here 15th inst.
The C. P. R. s.s. *Empress of India* arrived at Shanghai at 1 a.m., 13th inst., and leaves again at 9 p.m., same day for Hongkong where she is due at 9 a.m., 16th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

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TELEGRAMS.

(Reuters.)

Mr. Chamberlain's Fiscal Policy.

LONDON, 11th June.

Mr. Chamberlain's amendment was rejected by 424 to 28; all the Liberals and Nationalists supported the Government, but some Unionists abstained from voting. Mr. Balfour denied that the Government had broken their pledge in repealing the Corn tax, and also that it was their duty to express an opinion on certain great fiscal and colonial international problems recently raised; the subject must first be thoroughly examined; it would be an ill performance of duty if they professed settled convictions where none existed; what was wanted of the Government was common action and responsibility; no one wanted uniformity of speech or absolute uniformity of opinion; without sharing the view that the present fiscal system must remain in force for all time, he did not believe that the country could ever revert to the tariff of 1842.

LATER.

Wholesale Assassination in Serbia.

The King and Queen of Serbia, the Queen's brother and two sisters, the King's aide-de-camp, one General, the Premier, two Ministers and twelve of the palace guards were shot dead in Belgrade palace at midnight by troops who now surround the palace. A proclamation has appeared, signed by a long list of new Ministers, mentioning tersely that the King and Queen have been shot, and convening a National Assembly on the 15th inst. The crime has horrified Europe and it is feared that it will inflame the whole of the East.

(N. C. Daily News.)

Mr. Chamberlain's Zollverein.

LONDON, 5th June.

The Governments of the Commonwealth and all the States of Australia approve Mr. Chamberlain's proposals. Only the extreme Free Traders oppose them. An immense majority in favour of the proposals is assured. The New Zealand Chambers of Commerce have endorsed the proposals.

The Russian Conquest of Manchuria.

TOKIO, 5th June.

A Japanese who has recently been travelling in Manchuria reports that the Russians have already constructed roads passable by field artillery between Liuyang and the Yalu, and are busily surveying the route for a railway between those points.

(Santa Cable News.)

New Philippine Currency.

TO TAKE EFFECT IN SEPT-MBER.

NEW YORK, June 8th.

The putting into effect of the new Philippine monetary system will not take place until sometime during the month of September, it having been delayed on account of the fact that information has been given out from Washington there is no gold left with which to purchase silver bullion.

[The above cable is very difficult to understand, the more so when it is known that there is enough and to spare of gold belonging to the Insular Government of the Philippines in reserve in New York to purchase bullion enough to last this country for several years when come into the new currency. Silver has been advancing at a very rapid rate of late and it is possible that this announcement coming from the Secretary of War means that he is trying to depreciate the value of the metal and thereby not have to pay more than the normal rate for it. When it was first learned that the U. S. Government wished to purchase silver bullion, that commodity was worth 45 cts. per oz. and to-day the price of the same is 54 cts. per oz., a rise of nine cts. per oz. and it is very probable that the above action was taken in order to make the owners of the bullion reduce the price to a normal basis. Both Governor Wright and Insular Treasurer Framingham were interviewed by a *Cable News* representative in regard to the cable, but neither gentleman was able to state why the action had been taken although when the idea was suggested to Governor Wright that it was done in an effort to depreciate the value of silver bullion, he stated that there might be something in it. There is now in and on the way to these islands \$5,700,000 of the new currency and an act of Congress has decreed that when \$5,000,000 was in or ready for circulation, silver should then be at a parity.—Ed. M.C.]

Plague in Berlin.

FORTY SUSPECTED CASES.

NEW YORK, June 9th.

Bubonic plague has broken out in Berlin, there already being forty suspected cases and the residents of the city are fleeing to the country in large numbers. The first suspected case was that of a person who has been travelling in the Orient for some time, who had just returned to his home and was supposed to have brought it back with him. The board of health of the city are taking all precautions possible, the infected persons being isolated and none but the physicians are allowed to approach them. When the disease first appeared it was not known what it was and that was the reason that it gained such a strong headway.

St. Louis Flooded.

NEW YORK, June 9.

The long expected flood has finally reached St. Louis through the continued rise of the river and now a large portion of the lower part of the city is underwater. None of the inhabitants of the inundated district are in any danger as they had moved all of their household possessions to higher grounds several days ago and are now established in different quarters. The

MACAO AND CHINA.

TREATY REVISION.

Memorial presented by the Council of Government Reforms (Cheng Wuchang):

We hereby memorialize the throne regarding the treaty revision between China and Portugal. Sometime in the spring of the 13th year of Kwang-su (1887) the *Tung-tai* Pannades attached Commissioner James Duncan Campbell (Chin Tung-kan) of the I. M. Customs to Portugal to negotiate the question of opium dues and likin, and the Commissioner signed a treaty with Portugal consisting of four articles of which article two says: "China confirms the perpetual occupation and government of Macao, and its dependencies, by Portugal, as Portuguese possession." In the summer of the same year a Portuguese representative

came to Peking and concluded a treaty of commerce in article two of which was also mentioned that "China confirms in its entirety the second article of the protocol of Lisbon, relating to the perpetual occupation and government of Macao by Portugal" and that "It is stipulated that Commissioners appointed by both Governments shall proceed to the delimitation of the boundaries, which shall be determined by a special convention, but so long as the delimitation of the boundaries is not concluded, everything in respect to them shall continue as at present, without addition, diminution, or alteration by either of the parties." In the first month of this year M. Branco, Portuguese Minister to Peking, intimated that the people of Portugal were desirous of improving commerce at Macao, and dredging the water ways; they also wished to settle the points not definitely determined in the treaty; the Minister said he had to negotiate to revise the treaty, and that according to the treaty already signed it was clearly recognized that the dependencies of Macao should be placed under the permanent occupation and government of Portugal and that the boundary of Macao should be delimited. That the *Tai-men-shan* is an island to the west of Macao and *Shao-huan-chin* and *Ta-huan-chin* are two islands to the south west of Macao. These three islands are dependencies of Macao, and they are already recognized in the treaty as such, and the fact should be confirmed &c. The members of the Council of Government Reforms have answered that the islands in the coast of China are separately under either prefect, subprefect or magistrate, and there is no such thing as one island being the dependency of another and the present boundaries of Macao having been clearly stipulated in the treaty there shall be no dependency besides those included in the present boundaries. In the beginning of the 2nd moon, the said Minister again intimated that the revision of tariff mentioned in the Article six of the protocol between China and the Treaty Powers, to make up the import and export duty to an actual five per cent. *ad valorem*, but Portugal being not included in the protocol the Portuguese subjects in importing into and exporting from China shall pay tariff according to the stipulations in the Treaty of 1887 &c. The idea of the Minister is to settle the boundary question by utilizing the tariff question, but we have already strongly rejected the proposed points by the Minister. Then the Minister has personally told us that he will not proceed with the boundary question, but for the sake of extending Portuguese commercial interest to benefit both Portugal and China, and what the Minister then proposed are two items; in a word, that is to say, to establish a Customs branch office in Macao, so as to collect opium dues to facilitate Chinese interest, and secondly to build a railway line from Macao to Canton to promote Portugal's interests. In the neighborhood of Macao they want to build a railway which means they wish to trespass on the boundries, and we have already rejected the proposal. As to the establishment of Customs at Macao we have wired to Sir Robert Hart, the I.G. of I.M. Customs, and as to railway, to the late Tao Mo, the Viceroy Liang Kwang, and Sheng Hsuan-hui, Director General of the Imperial Chinese Railway Administration. Sir Robert Hart agreed to the establishment of a Customs branch at Macao, but the regulations he said should be enforced properly; Tao Mo reported that there is no objection as to the local opinion, and Sheng Hsuan-hui says both customs and railways are very necessary work, but the agreement regarding railways should be made separately from the treaty, and between the Imperial Railway Administration and the Portuguese people interested in the railway. Thus, we have answered the Portuguese Minister that the matter of railway must be discussed separately from the treaties, and the Minister has consented thereto.

After the investigation we have found that the Portuguese Minister in coming to Peking with special instructions from his home Government to get through the question of the extension of Macao, and the natives of Kwangtung Province having been stirred by this intelligence have memorialized the Viceroy of the Province asking the Board concerned to reject the demand. We have discussed these questions with the Portuguese Minister for several months. After meeting him more than ten times we have decided to postpone the negotiation regarding the boundaries of Macao. In the revised treaty, Article I. simply confirms the old treaty, and in the Article II, we have stipulated that Portugal shall join the tariff arrangement between China and the other Powers mentioned in the Peace Protocol, and that Portuguese subjects shall be treated the

same as subjects of other powers in regard to the tariff. Article III. and IV are about the branch office of I.M. Customs office and just the same as the provisions regarding Kluachow which take control of opium and general goods imported and exported. The Customs to take charge of all the customs revenues. Articles V and VI treat of the regulations regarding the Customs. Article VII simply revises some of the wording; while Articles VIII and IX deal with the ratification and exchange of the text hereby presented to the Throne. If the Throne has no objection the memorialist asks for the appointment of the proper plenipotentiaries to sign the treaty with the Portuguese minister, and after such signature the Imperial seal can be affixed thus ratifying the treaty, so as to exchange same. As to the railways, the length of the proposed route between Canton and Macao is only 200 odd Chinese li, and as there are railways to be built between Hankow and Canton and Canton and Kowloon the railway shall better be constructed, and the question had better be discussed between Sheng Hsuan-hui, Director General of Imperial Railway Administration, and the Portuguese authorities. We hereby memorialize the throne on all the transactions regarding treaty revision with Portugal.

The above memorial was countersigned by the Throne and Prince Ching was ordered to sign the Treaty, and it is also ordered that the other matters be treated as memorialized.

CURRENCY.

From the *Evening Bulletin*, of Philadelphia, we extract the following interesting remarks on "Gold, Silver, and the United States":

It will be interesting to note the outcome of the Administration's attempt to induce the leading countries of the world to unite in fixing an international ratio between gold and silver. The commission which is to be entrusted with this task is, it is announced, soon to leave American soil for a prolonged tour in which its members will visit the chief European capitals to lay their arguments before the various governments to which they are accredited, and it is not probable that their work, which represents merely the preliminary phase of the undertaking, will be completed for a considerable time. It is asserted that the project in question has no reference to any scheme to revive "bimetallism" as a policy of the United States, but that its sole purpose is to relieve the merchants of the civilized globe from loss and uncertainty by aiding to establish stability in the currency value of silver in relation to gold—a condition which does not now exist, the fluctuations in the value of the white metal having been especially marked within the past year. As the silver-using countries, among which Mexico and China hold a prominent place, consume more than half a billion worth of imported goods yearly, chiefly from nations which use the gold standard in their domestic transactions, the reasons for this effort are apparent. It would doubtless be a great gain if by common consent some measure of silver values could be created and maintained, so that exporters, whether in the United States or elsewhere, could count with accuracy on the prices, calculated on a gold basis, which they would receive for their goods when these were sent to the Orient or to Latin America. But the fact is not to be overlooked that the accomplishment of such an enterprise is likely to prove difficult. Even assuming that an international agreement in this respect is practicable, experience has proved that in the long run economic laws have little mercy for governmental fads.

NEW JAVA SUGAR CROP.

The *American Asiatic* of 7th inst. reports that the cane harvest suffered from the dry weather in several districts in the beginning, the wanted rainfalls have set in more regularly ever since the second half of January. How the cane is going to develop further, this question depends, after all, on the weather, and very little could be said at the present moment with regard to an estimate of the crop. Speaking in general, it appears, however, that, in order to attain as good a yield as that of last year's crop, exceptionally favorable conditions will have to coincide. Judging after the effect of the weather prevailing so far, there is more evidence for a smaller rather than a larger crop than that of 1902. As we wrote you already the rate indicating the area of planting in excess of last year is very immaterial viz. not more than fourteen-hundredth per cent. So far nearly 5,000,000 piculs, i.e., 303,751 tons have been sold from the next crop, on delivery, mostly at prices ranging from f. 54 to f. 6 per picul for Muscovados No. 12-13. In view of the favorable conditions with regard to sugar, higher prices being expected in consequence of the Brussels conference, together with declining supplies and increasing consumption, fair prices are holding back and the tendency is firm. Consequently nothing can be got below f. 6 per picul for Muscovados, shipment from favored ports. There is no doubt that, apart from China and Japan and British India, also Australia will require a considerable share of the coming Java crop for home consumption.

Regarding the general development of the sugar industry in Java it is worth mentioning that, for reasons of social economy, no extension of the cane sugar planting area is permitted, unless sanctioned by the government. This is the reason why, for 1903, the area is about the same as for 1902 and, also, why, for some time to come, no extension of any importance of the planting area may be expected.

FRENCH BEET SUGAR DRAWBACK.

Abolishing September 1 causes interest on possible August forced exports. The export premium this season works out 1.20 fr. net per bag, or nearly 6d per cwt. Paris advices (April 1) indicate beet consider 'tis a secondary consideration, believing the United Kingdom must buy and will eventually force up the f. o. b. Hamburg quotations.

KANG YU WEI AT BOMBAY.

Says the *F. S. Press* of 6th inst.: The Indian papers recorded the other day that Kang Yu Wei, the Chinese reformer, had been banquipped by his compatriots in Calcutta prior to his sailing for China, on the invitation of the Emperor Kwang Hsu to return. Kang Yu Wei is Chinese enough to know a Chinese trap when he sees it. He may have sailed away from Calcutta but he has arrived in Bombay. And we now learn that he proposes touring through Upper Burma before sailing for China. We should not be in the least surprised to hear that this great Chinese author and political thinker found occasion to prolong his tour in the Malay Peninsula on arriving here from Rangoon in order still further to postpone his reaching China to a still later date. There are at present too many facilities for deception in China for Kang Yu Wei to contemplate, with comfort. A telegram of invitation is not always the innocent thing it looks, and the Darjeeling fly will not walk into the harbour of the Peking spider just yet.

COMMERCIAL.

Writing under to-day's date Messrs. Erich Georg & Co. state:—

The cloud of depression has not lifted from our market yet. Money although easy in Hongkong is still said to be very tight in Shanghai. The business is a hand-to-mouth one and operators are still hanging back in fear of lower rates. Yet most stocks are steady at quotations, few only show a decline on last week's prices, and we are still of opinion that a change for the better will soon take place; the rates on Shanghai are Tls. 712 for a T/T, and Tls. 72 for a three days' sight Private Paper.

Shipping Stocks.—Hongkong Canton and Macao were in steady demand during the week at \$372 but sellers asking more, sales were fixed at \$372 and at \$372, closing steady at the latter figure. Indos have ruled more or less nominal, prices varying according to quotation from Shanghai; some transactions took place at \$106 cash and \$107 for the end of the month, but at time of writing the market is offering shares at \$106 without meeting with any response. China and Manilas are on offer at \$26. Drug-lases are obtainable at \$42. Star Ferries have buyers at \$222 and \$151 respectively and Shells are offering at £1 5s.

Docks, Wharves and Godowns.—Sales at \$215 were recorded to-day, but the number of shares changing hands was only a small one and we doubt that larger order could be filled at this price; a slight drop in the market promptly brings out buyers and unless the settlement at the end of this month contain a weak spot we look forward to better prices rather than to a slackening off of rates. Wharves are quiet at \$90. New Amoy Docks are quoted nominally, \$40 with no shares obtainable. The shuffling of rates in Shanghai, changing daily, has made the price for Farnhams very unsteady; from Tls. 1922 cash buyers last Monday the rate, according to advices, dropped to Tls. 185, rose again to Tls. 190 and is now, as per latest wire, Tls. 185 cash buyers against with a desultory forward business at all rates reported; we do not expect any steadiness in this stock until the June settlement has stopped worrying our northern neighbours.

Lands, Hotels and Buildings.—Land Investments are quoted at \$168 sellers, but we do not believe there are many shares for sale at this rate; Kowloon Lands can be got at \$58. West Points are wanted at \$52. Hongkong Hotels at \$151, whilst Oriente Hotel and Humphreys Estate are quiet at quotation.

WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly and Potts writing under date 12th inst. state:—

There has been no improvement whatever in our market during the past week, and the only salient feature has been a rise in Hongkong and Shanghai Bank shares which closed to points higher than the previous quotation.

Banks.—Hongkong and Shanghai Banks have further strengthened and close at \$680 after sale at \$675. The London quotation is unchanged. Farnhams have been in strong request and have buyers now at \$27.

Marine Insurances.—Unions are somewhat firmer and are asked for at \$50 after sales at this rate. China Traders keep steady at \$50. Cantons have advanced to \$172 with buyers at the figure.

Fire Insurances.—Hongkong Fires have further risen and can be placed at \$330. China Fires continue in demand at \$84.

Shipping.—Hongkong, Canton and Macao Steamboats have been dealt in at \$372. Indos-Chinas have changed hands at \$107 and \$106, closing in demand at the lower figure. Shell Transports are quoted at £1 6/-.

Refineries.—China Sugars have been disposed of at \$100 and are in further request. Luxons are wanted at \$10.

Mining.—Furnjoms have fallen to \$24, but at this price shares are inquired for. Raubs remain firm at \$84, while Jelebus are out of favour at \$12. Chinese Engineerings are unaltered with sellers at Tls. 7.

Docks, Wharves, and Godowns.—Hongkong and Wharves at Docks have weakened and can be procured at \$215. Farnhams have not maintained their position and have receded to Tls. 1872 at which rate sellers rule the market. Sales of Kowloon Wharves have been effected at \$90 and more shares can be obtained. Hongkong Wharves are easier; there are sellers in Shanghai at Tls. 290.

Lands, Hotels and Buildings.—Hongkong Lands have dropped to \$1674, but there are buyers at the rate. West Points are quiet at \$52 and Kowloon Lands can be placed at \$372. Shanghai Lands are wanted at Tls. 109.

Hongkong Hotels have improved and shares are inquired for at \$151. Hotel des Colonies are reported sold in Shanghai at Tls. 151. Humphreys' Estate and China Providents have inquiries at \$122 and \$92 respectively.

Cotton Mills.—There is no business to report in stocks under this heading.

Cigar Companies.—Sumatras have been sold in the North at the reduced rate of Tls. 54. Miscellaneous.—Green Island Cements can probably be had at \$25. A. S. Watsons have firm and can be placed at \$144. Electrics (old issue) have found buyers at \$134. Geo. Fenwicks have been bought and more shares are wanted at \$47. Ropes are inquired for at \$135. Bell's Asbestos have been and can still be placed at \$5. United Asbestos (ordinary) have buyers at \$94. China Light and Power are in request at \$6. Shanghai Waterworks have considerably improved and sales at Tls. 420 have taken place. Langkats appear to be firmer having changed hands in the North at Tls. 200.

RAUBS.

The following is taken from the General Manager's Report for the four weeks ending on 23rd May last:—

The mine measurement and assay results of prospecting work, prepared by the mine manager, show a total of 529 ft. for the period (4 weeks) under review, made up of 155 ft. sinking, 163 ft. driving, 211 ft. cross-cutting, as against a total of 503 ft. for the previous 4 weeks.

Milling return for 4 weeks ending 23rd May 1903:

Stamps working: 40
Period of work: 28 days, less lost time 1.93 days for the whole mill, of which 131 hours was due to sempan and remainder to mill repairs, &c.

One milled: B. Koman 2,406 tons

B. Hitam 610. Total 3,016 tons.

Mill duty: 2.9 tons per stamp per 24 hours.

Amalgam yield: 2,704 oz. giving 756.5 oz. melted gold = 34.32 per cent.

Bullion yield: 5,016 dwt. p. ton milled = 69.69 per cent. contents.

Bullion fineness: 910.

Mercury loss: 3.4 lb. per 100 ton milled = 1.44 oz. per oz. bullion.

Concentrates saved: Blanketings—26 tons

36 per cent weight assay 34.4 dwt. = .296 dwt. per ton milled. Buddlings—82 tons (2.71 per cent weight assay 15.5 dwt. = .421 dwt. per ton milled. Total—3.57 per cent weight = .717 dwt. per ton milled = 9.95 per cent of contents.

Tailings: Assays: 1.52 dwt = 1.46 dwt. per ton milled = 20.35 per cent of total contents.

Estimated cost for 4 weeks ending 23rd May, 1903:—

European salaries \$5,263.23

Wages Surface \$4,797.25

Development \$3,897.30

Ore raising \$4,264.98 12,959.73

Timber, fuel, and charcoal 995.15

Royalty 1,397.42

Stores 649.29

Petties 213.61 2,260.32

\$21,478.43

Cost per ton \$7.12 = 3.07 dwt.

Estimated value of output \$35,000.00

Mine 1,474.00

Buildings 136.00

Sempan 51.91 \$1,661.91

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 1/8 1/2

" Bank Bills on demand 1/8 3/16

" Credits, 4 months' sight 1/8 1/2

" Credits, 4 months' sight 1/8 1/2

ON PARIS, Bank Bills on demand 2 1/2

" Credits, 4 months' sight 2 1/2

ON NEW YORK, Bank Bills on demand 41

" Credits, 30 days' sight 41

ON BOMBAY, Telegraphic Transfer 125

" On demand 25

ON SHANGHAI, Telegraphic Transfer 1/11

" Private 30 days' sight 1/11

ON YOKOHAMA, T.T. 1/11

Sovereigns, Bank's Buying Rate \$11.83

Gold Leaf 100 touch, per tael 61.30

Bar Silver 214

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

MALWA NEW 1,000

" LAST YEAR 1,000

" OLDEST 1,000/1,100

PATNA NEW 1,040

" OLD 1,025

BENARES NEW 1,025

" OLD 1,025

PERSIAN (PAPER) 1,025

No sales

TO-DAY'S Advertisements.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"KUMANO MARU,"

4,500 Tons, Captain E. W. Haswell, will be despatched for the above Port on FRIDAY, the 19th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 13th June, 1903. [696]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Evans, will be despatched for the above Ports, on TUESDAY, the 16th instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LARPAK & Co., General Managers.

Hongkong, 13th June, 1903. [7000]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., SUNDAY included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—

SAM WANG & CO., LD.,

81, Queen's Road Central.

Hongkong, 13th June, 1903. [6972]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

SIANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED,

Agents.

Hongkong, 13th June 1903. [874d]

"HEN" LINE OF STEAMERS.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		STEAMERS	DUE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 17th June.	
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.	
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.	
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.	
GLASGOW and LIVERPOOL	"DIOMEDES"	On 16th July.	
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.	
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.	
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.	
GLASGOW and LIVERPOOL	"NINCHOW"	On 9th August.	

HOMEWARDS.		STEAMERS	TO SAIL
"LIVERPOOL"	"HYSON"	On 20th June.	
MARSEILLES, LONDON & ABERDEEN	"ANTENOR"	On 23rd June.	
MARSEILLES, LONDON & ABERDEEN	"ALCINOUS"	On 7th July.	
"LIVERPOOL"	"PROMETHEUS"	On 22nd July.	
MARSEILLES, LONDON & ABERDEEN	"PELEUS"	On 21st July.	
MARSEILLES, LONDON & ABERDEEN	"STENTOR"	On 4th August.	
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 18th August.	

TRANS-PACIFIC SERVICE.

FOR		STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"MACHAON"	On 14th July.	
all PACIFIC COAST PORTS, via	"NINCHOW"	On 10th August.	
NAGASAKI, KOBE and YOKOHAMA.			

S.S. "OANFA" from Tacoma has arrived.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
13th June, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR		STEAMERS	TO SAIL
AMOI, SAMARANG and SOERABAYA	"YUNNAN"	15th June.	
SHANGHAI	"CHILLY"	15th "	
MANILA	"SUNGKIANG"	15th "	
TIENSIN	"KWEIYANG"	18th "	
CEBU and ILOILO	"KAIFONG"	22nd "	
MANILA	"CHINGTU"	4th July.	

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
N.B.—REDUCTION SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 13th June, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
"RUBI"	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 20th June, at 10 A.M.
"ZAFIRO"	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th June, at 10 A.M.
"PERLA"	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 13th June, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship Tons Captain To Sail

"INDRASAMHA" 5,197 R. P. Craven June 14, 1903.

"INDRAVELLI" 4,899 W. E. Craven July 14.

"INDRAPURA" 4,899 A. E. Hollingsworth Aug. 14.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, General Agent.
r266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOH*	"ANPING MARU"	J. Goto	SUNDAY, 14th June.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	FRIDAY, 19th June.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	SUNDAY, 21st June.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	THURSDAY, 25th June.

* Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to load all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON Yusen Kaisha's steamers from Shanghai.
For Freight, Passage and further information, apply at the Co.'s Local Branch Office; at No. 2, Des Voeux Road Central.
T. ARIMA, Manager.
Hongkong, 13th June, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st May, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare, \$4 Single Journey.
Meals \$1 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.
Hongkong, 30th May, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"
Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.
This Steamer is the fastest and has Superior Cabin Accommodation.
FARES:
1st Class.....\$1.50
2nd ".....70
3rd ".....30
Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 30th May, 1903.

FOR CHEMULPO AND PORT ARTHUR.

Calling at SHANGHAI and DALNY.

THE Steamship

"SULLBERG,"
Capt. Meyer, will be despatched for the above Ports on MONDAY, the 15th instant, at 5 P.M.

For Freight or Passage, apply to
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 10th June, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship. Captain. Tons. Sailing Date.

ROSETTA MARU N. Tate 3,876 TUESDAY, 16th June, at 11 A.M.

ROHILLA MARU E. P. Bishop 3,869 SATURDAY, 20th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 12th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"
Captain Macozzi, will leave for the above places on WEDNESDAY, the 17th instant, P.M.

This steamer has capital accommodation for passengers. Electric light and carries a doctor.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Princes' Buildings.
Hongkong, 10th June, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MORAVIA,"
Captain Soich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.

For Information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents.
Princes' Buildings.
Hongkong, 1st June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"
Captain Holman, will be despatched as above on TUESDAY, the 23rd June.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 27th May, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK,"
Captain Rafferty, will be despatched as above on THURSDAY, the 9th July.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 31st June, 1903.

EXCURSION TO MACAO.

GRAND PROCESSION.

FEAST OF ST. ANTHONY.

THE well-known S.S. "CHUKONG" will leave her usual Wharf (next to the Steamboat Co.'s Wharf) at 8.30 A.M. TO-MORROW, the 14th instant, returning from Macao at 9 P.M. the same day.
Tickets \$1.50 Return Obtainable on Board.
Hongkong, 13th June, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"
of the NORDDEUTSCHER LLOYD,
Captain E. Prehn, due here with the outward German Mail about SUNDAY, P.M., the 14th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 11th June, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"
Captain Dupuy Fromy, will be despatched for the above Ports, on or about SUNDAY, the 14th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 8th June, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Captain J. G. Olfert, will be despatched for the above Ports on TUESDAY, the 16th instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 9th June, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1903.

"CHARLES TIERGHEN" 14th June.

"MACDUFF" 15th July.

"SAINT BEDE" 25th July.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
10th June, 1903.

Shipping.

STEAMERS.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.
THE Company's Steamship

"ARARA,"
Captain Williamson,
will be despatched on THURSDAY, the 18th instant, to be followed by the Steamship

"VERONA,"
Captain J. Hansen,
on or about WEDNESDAY, the 15th July.

For Freight, &c., apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 12th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"VINDOBONA,"
Captain Cobil, will be despatched as above on FRIDAY, the 26th instant, P.M.

For Information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 12th June, 1903.

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to
W. STUART HARRISON,
A.M. INST. C.E.,
Manager.
Hongkong, 2nd April, 1903.

SAVARESSE'S SANDAL CAPSULES

Not made of Gelatin, most efficacious, because absolutely pure English Oil.
Full directions. All Chemists. Insist on Savarasse's.

Intimations.

A WONDERFUL DISCOVERY.

This discovery is a matter of experiment, when a patient, who had been suffering from a disease, was cured by the use of a medicine, which was found to be a new discovery. The discovery is a matter of experiment, when a patient, who had been suffering from a disease, was cured by the use of a medicine, which was found to be a new discovery. The discovery is a matter of experiment, when a patient, who had been suffering from a disease, was cured by the use of a medicine, which was found to be a new discovery.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.
The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 27th April, 1903.

To-morrow.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Chin.) 6 a.m., (Port.) 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Wesleyan Methodist Church.—Services, 10.30 a.m., and 5.45 p.m.

Union Church.—Services, 11 a.m., and 6 p.m.

St. Peter's Seamen's Church, Queen's Road West.

Holy Communion 7.30 a.m.

Matins 11 a.m., Hymns 7, 62 S. H. 460, and 588.

Evensong 6.30 p.m., Hymns 370, 403, 27 S. H. and 16.

The Church Launch Dayspring will call on ships carrying white crews between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.) to bring friends ashore to the services, returning afterwards. The "answering pennant" is the call flag. All the sittings are free and unappropriated. Strangers welcome. Hymn and Prayer Books provided.

Sunday school 10 to 10.45 a.m.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 13th 11.50 a.m. The barometer has fallen over N.E. Japan, risen over S. Japan and the E. coast of China.

The depression seems to be moving away over N. Japan. Pressure is highest between the E. coast of China and S.W. Japan.

Gradients slight generally with light variable winds along the China coast, and S. winds over the N. part of the China Sea.

Forecast:—S.W. or variable winds, light; showery with thunder.

YESTERDAY'S WEATHER REPORT.

On date at 20 a.m. On date at 4 p.m.

Barometer 29.88 29.81

Temperature 87 85

Humidity 71 77

Rainfall — —

CHINA COAST METEOROLOGICAL REGISTER.

June 13th, 1903, a.m.

Bar. Th. Hu. Wind Wv.

Vladivostok 7 a.m. 29.57 53 99 NW 1 0

Nemuro 6 a.m. 29.49 — — W 4 2

Hakodate 5 a.m. 29.54 — — W 2 2

Tokio 4 a.m. 29.63 — — NE 3 0

Nagasaki 3 a.m. 29.72 — — S 0 0

Kagoshima 2 a.m. 29.83 — — NW 4 0

Oshima 1 a.m. 29.84 — — N 4 0

Naha 12 a.m. 29.81 — — NE 0 0

Ishigakijima 11 a.m. 29.85 — — N 4 0

Taihou 10 a.m. 29.86 — — E 3 0

Taiwan 9 a.m.

THE SHARE MARKET.

High Class

Gentlemen's
Outfitters.

EVERYTHING

UP TO DATE.

28, Queen's Road.

WILLIAM POWELL, LTD.,

28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

High Class

Gentlemen's
Outfitters.

FAMED FOR

SHIRTS.

28, Queen's Road.

NEW SUMMER GOODS.

NEW BRAZILIAN STRAW HATS, FOLDING SHAPE.

SPLENDID VARIETY OF UNTRIMMED FANCY STRAWS IN ALL THE
NEWEST STYLES.

REAL PANAMAS.

FINE SELECTION OF PRETTY FLOWERS.

LARGE STOCK OF BOOTS AND SHOES.

CHILDREN'S

SUN HATS, SILK AND MUSLIN CAPS AND BONNETS.

THE VERY NEWEST STYLES IN WASHING DRESSES AND SILK
FROCKS FOR SUMMER WEAR.

June 6th.

R. G. HECKFORD,
MANAGER.